

NEW-YORK AND HARLEM RAILROAD.
WINTER ARRANGEMENT.
Commencing WEDNESDAY, 10th inst. 1859.
Trains leave New York, at 9:30 a.m., for Albany, stopping at Williamsburgh, Jamaica, and all stations en route.
9:30 a.m. For Albany, stopping at the principal stations en route.
12:30 p.m. For White Plains, stopping at all intermediate stations.
Trains leave White Plains, at 10:30 a.m., for New York, stopping at all intermediate stations.
Trains leave New York, at 1:30 p.m., for Albany, stopping at Williamsburgh and all intermediate stations.
1:30 p.m. For Albany, stopping at Williamsburgh and all intermediate stations.
4:00 p.m. For White Plains, stopping at all intermediate stations.
Trains leave White Plains, at 4:30 p.m., for New York, stopping at all intermediate stations.
Trains leave New York, at 5:30 p.m., for Albany, stopping at Williamsburgh and all intermediate stations.
5:30 p.m. For Albany, stopping at Williamsburgh and all intermediate stations.
8:00 p.m. For White Plains, stopping at all intermediate stations.
Trains leave White Plains, at 8:30 p.m., for New York, stopping at all intermediate stations.
Trains leave New York, at 9:30 p.m., for Albany, stopping at Williamsburgh and all intermediate stations.
9:30 p.m. For Albany, stopping at Williamsburgh and all intermediate stations.

NEW-YORK AND NEW-HAVEN RAILROAD.
WINTER ARRANGEMENT.
Commencing March 15th, 1859.
Trains leave New York, at 9:30 a.m., for New Haven, stopping at New Rochelle, Yonkers, and all stations en route.
9:30 a.m. For New Haven, stopping at New Rochelle, Yonkers, and all stations en route.
12:30 p.m. For New Haven, stopping at New Rochelle, Yonkers, and all stations en route.
Trains leave New Haven, at 10:30 a.m., for New York, stopping at New Rochelle, Yonkers, and all stations en route.
10:30 a.m. For New York, stopping at New Rochelle, Yonkers, and all stations en route.
1:30 p.m. For New Haven, stopping at New Rochelle, Yonkers, and all stations en route.
Trains leave New Haven, at 1:30 p.m., for New York, stopping at New Rochelle, Yonkers, and all stations en route.
1:30 p.m. For New York, stopping at New Rochelle, Yonkers, and all stations en route.
4:00 p.m. For New Haven, stopping at New Rochelle, Yonkers, and all stations en route.
Trains leave New Haven, at 4:00 p.m., for New York, stopping at New Rochelle, Yonkers, and all stations en route.
4:00 p.m. For New York, stopping at New Rochelle, Yonkers, and all stations en route.
8:00 p.m. For New Haven, stopping at New Rochelle, Yonkers, and all stations en route.
Trains leave New Haven, at 8:00 p.m., for New York, stopping at New Rochelle, Yonkers, and all stations en route.
8:00 p.m. For New York, stopping at New Rochelle, Yonkers, and all stations en route.

NEW-YORK AND ERIE RAILROAD.
WINTER ARRANGEMENT.
Commencing March 15th, 1859.
Trains leave New York, at 9:30 a.m., for Buffalo, stopping at Albany, Schenectady, and all stations en route.
9:30 a.m. For Buffalo, stopping at Albany, Schenectady, and all stations en route.
12:30 p.m. For Buffalo, stopping at Albany, Schenectady, and all stations en route.
Trains leave Buffalo, at 10:30 a.m., for New York, stopping at Albany, Schenectady, and all stations en route.
10:30 a.m. For New York, stopping at Albany, Schenectady, and all stations en route.
1:30 p.m. For Buffalo, stopping at Albany, Schenectady, and all stations en route.
Trains leave Buffalo, at 1:30 p.m., for New York, stopping at Albany, Schenectady, and all stations en route.
1:30 p.m. For New York, stopping at Albany, Schenectady, and all stations en route.
4:00 p.m. For Buffalo, stopping at Albany, Schenectady, and all stations en route.
Trains leave Buffalo, at 4:00 p.m., for New York, stopping at Albany, Schenectady, and all stations en route.
4:00 p.m. For New York, stopping at Albany, Schenectady, and all stations en route.
8:00 p.m. For Buffalo, stopping at Albany, Schenectady, and all stations en route.
Trains leave Buffalo, at 8:00 p.m., for New York, stopping at Albany, Schenectady, and all stations en route.
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PENNSYLVANIA RAILROAD.
WINTER ARRANGEMENT.
Commencing March 15th, 1859.
Trains leave New York, at 9:30 a.m., for Philadelphia, stopping at Camden, Trenton, and all stations en route.
9:30 a.m. For Philadelphia, stopping at Camden, Trenton, and all stations en route.
12:30 p.m. For Philadelphia, stopping at Camden, Trenton, and all stations en route.
Trains leave Philadelphia, at 10:30 a.m., for New York, stopping at Camden, Trenton, and all stations en route.
10:30 a.m. For New York, stopping at Camden, Trenton, and all stations en route.
1:30 p.m. For Philadelphia, stopping at Camden, Trenton, and all stations en route.
Trains leave Philadelphia, at 1:30 p.m., for New York, stopping at Camden, Trenton, and all stations en route.
1:30 p.m. For New York, stopping at Camden, Trenton, and all stations en route.
4:00 p.m. For Philadelphia, stopping at Camden, Trenton, and all stations en route.
Trains leave Philadelphia, at 4:00 p.m., for New York, stopping at Camden, Trenton, and all stations en route.
4:00 p.m. For New York, stopping at Camden, Trenton, and all stations en route.
8:00 p.m. For Philadelphia, stopping at Camden, Trenton, and all stations en route.
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Legal Notices.
In pursuance of an order of the Surrogate of the County of New York, notice is hereby given to all persons claiming an interest in the estate of GEORGE WHELFLE, deceased, to appear before the Surrogate of the County of New York, at his office, in the City of New York, on the 15th day of March, 1859, at ten o'clock in the forenoon, to show cause, if any, why the said estate should not be administered according to the will of the said deceased, and to receive the same. JAMES L. APPELBY, Administrator.

SUPREME COURT.
In the Matter of the Estate of GEORGE WHELFLE, deceased. JAMES L. APPELBY, Administrator. The Surrogate of the County of New York, in and for the City and County of New York, do hereby certify that the within and foregoing is a true and correct copy of the will of the said deceased, as the same appears from the records of the Surrogate of the County of New York, in and for the City and County of New York, on the 15th day of March, 1859, at ten o'clock in the forenoon. JAMES L. APPELBY, Administrator.

SUPREME COURT.
In the Matter of the Estate of GEORGE WHELFLE, deceased. JAMES L. APPELBY, Administrator. The Surrogate of the County of New York, in and for the City and County of New York, do hereby certify that the within and foregoing is a true and correct copy of the will of the said deceased, as the same appears from the records of the Surrogate of the County of New York, in and for the City and County of New York, on the 15th day of March, 1859, at ten o'clock in the forenoon. JAMES L. APPELBY, Administrator.

THE PEOPLE OF THE STATE OF NEW-YORK.
In the Matter of the Estate of GEORGE WHELFLE, deceased. JAMES L. APPELBY, Administrator. The Surrogate of the County of New York, in and for the City and County of New York, do hereby certify that the within and foregoing is a true and correct copy of the will of the said deceased, as the same appears from the records of the Surrogate of the County of New York, in and for the City and County of New York, on the 15th day of March, 1859, at ten o'clock in the forenoon. JAMES L. APPELBY, Administrator.

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Medical.
DR. HASTING'S COMPOUND SIRUP OF NAPHTHA. The great remedy for Coughs, Colds, Consumption, and all diseases of the Lungs. Price 10 cents per bottle. For sale by J. F. L. FARMER, 101 N. 2nd Street, New York.

IMPORTANT FOR PERSONS AFFLICTED WITH THE TOOTHACHE.
DR. RUDINGER'S REMEDY FOR THE TOOTHACHE. A REMEDY FOR CURING TOOTHACHE without extraction of the tooth, and without the use of any dangerous or painful remedies. For sale by J. F. L. FARMER, 101 N. 2nd Street, New York.

A BEAUTIFUL HEAD.
OF RICHLY GLOSSY HAIR. COMPLETELY FARMED TO THE GREATEST AGE. And who that is Gray would not have it restored to former color, or that is thin would not have it restored to former thickness? For sale by J. F. L. FARMER, 101 N. 2nd Street, New York.

THE REVIVAL IN CHAMBERSBURG, PA.
The Revival in Chambersburg, Pa., is a most interesting and successful one. It is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time. The revival is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time. The revival is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time.

THE RELIGIOUS REVIVAL.
A LARGE ACCESSION. A very interesting scene took place on Sunday afternoon in the Thirteenth Street Presbyterian Church. 113 persons united with the Church on profession of their faith, besides several from other Churches. The building, notwithstanding the inclemency of the afternoon, was crowded to overflowing, the ground floor being occupied by communicants, and the galleries by lookers on. The pulpit was occupied by the pastor (Rev. Dr. RICHARD), the Rev. Dr. TERRY, and the Rev. Dr. OWEN, each of whom made interesting remarks. Of the number who united with the Church 26 were heads of families; 10 were officers and teachers in the Sabbath-School; 52 scholars in the Bible Classes; 4 were over 50 years of age; between 40 and 50 years of age, 2; between 30 and 40 years of age, 6; between 20 and 30 years of age, 38; between 12 and 20 years of age, 63.

GRAND-STREET METHODIST CHURCH.
The revival is increasing in this church. Last Sabbath evening, after an earnest sermon from the Pastor, the Rev. Dr. PECK, from the text, "Come, for all things are now ready," twenty persons gave evidence of deep penitence. Such is the religious interest that it has been deemed proper to open the large audience room of the church, where there will be meetings every evening, beginning at 7 o'clock.

THE REVIVAL IN BLOOMINGTON, ILLINOIS.
The revival in Bloomington, Ill., is a most interesting and successful one. It is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time. The revival is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time. The revival is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time.

THE REVIVAL IN CANANDAIGUA.
The revival in Canandaigua, N.Y., is a most interesting and successful one. It is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time. The revival is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time. The revival is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time.

THE REVIVAL IN BROOKLYN.
The revival in Brooklyn is a most interesting and successful one. It is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time. The revival is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time. The revival is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time.

SECOND UNITARIAN CHURCH, BROOKLYN.
The revival in the Second Unitarian Church, Brooklyn, is a most interesting and successful one. It is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time. The revival is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time. The revival is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time.

THE BAPTIST CHURCHES.
The revival in the Baptist Churches is a most interesting and successful one. It is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time. The revival is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time. The revival is the result of the efforts of the Rev. Mr. H. F. Schenck, who has been laboring in the city for some time.

THE REVIVAL IN SCENECTADY.
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SHOCKING ACCIDENT.
A YOUNG LADY BURNED TO DEATH. A truly shocking and heartrending accident occurred in this city on Saturday afternoon, resulting in the death of a beautiful and accomplished young lady and an only daughter. The accident occurred at the residence of the lady, who was sitting in the back drawing-room, where her grandmother had but a few minutes before left her to go to another room. She had been alarmed by the screaming of her grandmother, who was standing in the middle of the room with her clothing on fire. Seizing a rug, she attempted to smother the flame, but Miss B., being so much excited, rushed from the room down stairs to the kitchen below. Her rapid flight caused the flames to gain great headway, and Miss B. all the while inhaling the fire, and she died upon the kitchen floor, where death soon relieved her from the agony of pain.

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CANADA.
THE NEW LEGISLATURE.
TORONTO, March 12, 1859.
I think your telegraph unfair where he characterizes Mr. D'Arcy McGee's speech on the Address in reply to Gov. Head's Message as "violent." I think I never heard an oration which was more free from violence delivered in a Canada Assembly. After an acquaintance with Canadian legislation of about forty years, I am able to say that this House (recently elected) appears to have a greater aggregate of talent than any former Assembly, and that Mr. McGee's style of oratory (well known to many in the United States) was the most chaste and faultless of that of any speaker who has yet addressed it. His speech was the speech of the session.

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MARINE AFFAIRS.
TEAM COMMUNICATION WITH EUROPE.
Attention was made yesterday in the common columns of this Journal to the fact that the French Government had conceded to V. Marzou & Co. an annual subsidy of nearly \$2,000,000 for the establishment and working, for a period of twenty years, of two steamship lines—one from Havre to New-York, and the other from St. Nazaire to Aspinwall, with branch lines to the West Indies and Mexico. We are informed that, although the name of the company to which the concession has been granted is that of V. Marzou & Co., the real party is the Orleans Railroad Company, one of the richest and most prosperous corporations in France, and whose capital stock amounts to the enormous sum of 1,100,000 francs. The following is a translation of the agreement between the French Minister of Finance and Messrs. Marzou & Co., and of the Imperial decree ratifying the contract:

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In 1857 the department did nothing in street-cleaning from the 1st of January to the 31st of March, when the contracts were given out, except to crack up the ice that was in Broadway and let it melt. As it melted, and the dirt accumulated, he had it carted away. We have swept it, it is reported, "three or four times." Now this is the gutter that the gutter is the gutter. Mr. Ehling, we are informed by Mr. Morton himself, drew out of the appropriation of 1857, \$100,000. He removed the ashes and garbage from all the street for, say, three months from the 1st of January to the 1st of April. He gave us an insight into the cost of this as he says it was a heavy item, and costing from \$10,000 to \$20,000 from the 1st of July, 1856, to the 31st of March, 1857. Taking the larger sum, this would make the cost of removing the ashes, &c., for the three months in 1857, which would cost \$30,000—these three months being the heaviest in the year. To this we must add the salaries of his Ward Inspectors, office expenses, &c., (estimated at \$30,000 per annum), for four months, viz., from 1st of January to the 1st of May, when he went out of office, about \$12,000, making a total of \$42,000, leaving \$58,000, which he says he has cleared in three or four times. The traveling on the street was, notwithstanding this heavy outlay, as bad as during the preceding Winters.

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